When Newark Was Younger

Broad street shopping in 1890. Trinity Church, right, was built in 1810, [rest] was started [by] group of residents headed by Colonel Josiah Ogden. [Old] First Church, who incurred wrath of fellow Presbyteria[ns] harvesting wheat on Sunday. In central back[ground] [Old] Second Church, completed in 1800, includes original Hahne & Co. department store.

Here is old brownstone Essex County Court House that stood at junction of Springfield avenue and Market street just forward of structure replacing it in 1907. Its interior stone staircase without visible means of support was an architectural marvel at time of the building's erection in 1837. At the left is a horse-car plodding its way from Newark to Irvington.

First of a New Magazine Series Recalling Other Times in City's Colorful History

COVER PICTURE

Here is scene familiar to mid-Victorian Newarkers on High street, fashionable thoroughfare lined with big frame, stone houses. Cover sketch a double spread of pen and ink [sketches] of 1890 by Cyrus Darand Chapman, native of Irvington painter, illustrator, lecturer, writer and teacher. The sketches were loaned by Newark Public Library and appeared in color by Linsky Co., Newark printers.

"A NEWARK is one of the most pleasant and flourishing towns in the United States."

That statement, which appeared on a map of Newark published in 1806, might still be entirely true today if the expanding industry, as in any great city, did not deprive it of many of its more pleasant features.

There were no electric trains or trolleys and buses to whisk workers out to homes in the suburbs. Even the city's most prominent manufacturers and businessmen maintained homes "down-town." As transportation facilities improved and business and industry expanded, the social life of the city gradually moved to the outskirts in communities such as Woodside, Clinton Hill, Roseville and Forest Hill.

Old timers will remember Newark as it was in 1890 when Cyrus Durand Chapman drew the pen and ink sketches which accompany this article, including the cover illustration. History books record in an earlier period not only sleigh racing in fashionable High street most any Wintry Sunday afternoon, but also carriage races in Broad street—believe it or not—along the Washington Park straightaway. Later, when the city's main streets became "too congested," the horse and buggy races were held in Oraton Parkway until that also had to be eliminated as "too dangerous."

Newark is steeped in tradition and American history. There is no record where Washington [slept] here on the several occasions and he certainly ate here. Once he enjoyed a supper of ham and [eggs] when he dropped in unexpectedly on a Newark family during the Revolution and the unsuspecting housewife found her larder with nothing else to offer the great general. On that occasion he agreed to give the town's defenders a cannon which later proved useful in repelling the British.

Revisiting Newark several years after the War for Independence, Gen. Lafayette had this to say about Ye Old Towne on Ye Passayak:

"May her population, prosperity and industry increase in the same wonderful proportion I have been delighted to witness."

Abraham Lincoln passed through Newark, riding down Broad street in 1861, on his way to the Washington inauguration. After his death, his body was brought through Newark by rail on its way to Springfield, Ill.

But Newarkers were not always industrially minded. Most of the early settlers were farmers and Captain Robert Treat, the founder, had such difficulty getting any one to operate the town's first grist mill that he finally decided to run the thing himself.

Despite its industrial character, Newark has not neglected the cultural side of life. It nurtured Princeton University in its early days and has been the birthplace of numerous authors and statesmen. Newark Museum and the Public Library have long been leaders in their fields.

Newark also has led in science, medicine, invention and religion. The first public building erected here was a meeting house used for years as a church and gathering place for the early settlers.

This is the first of a series of articles with pictures which will appear in the magazine dealing with Newark in its younger days. Subsequent articles will feature old pictures and prints obtained from the files of The Newark News, Newark Public Library, New Jersey Historical Society, Newark Museum and other sources.

Market street railroad station was completed in 1889. For nearly a half century this red brick structure stood as a downtown landmark. Although the station served a population of less than 200,000 in 1889, it was official gateway to Newark for many a visiting notable.